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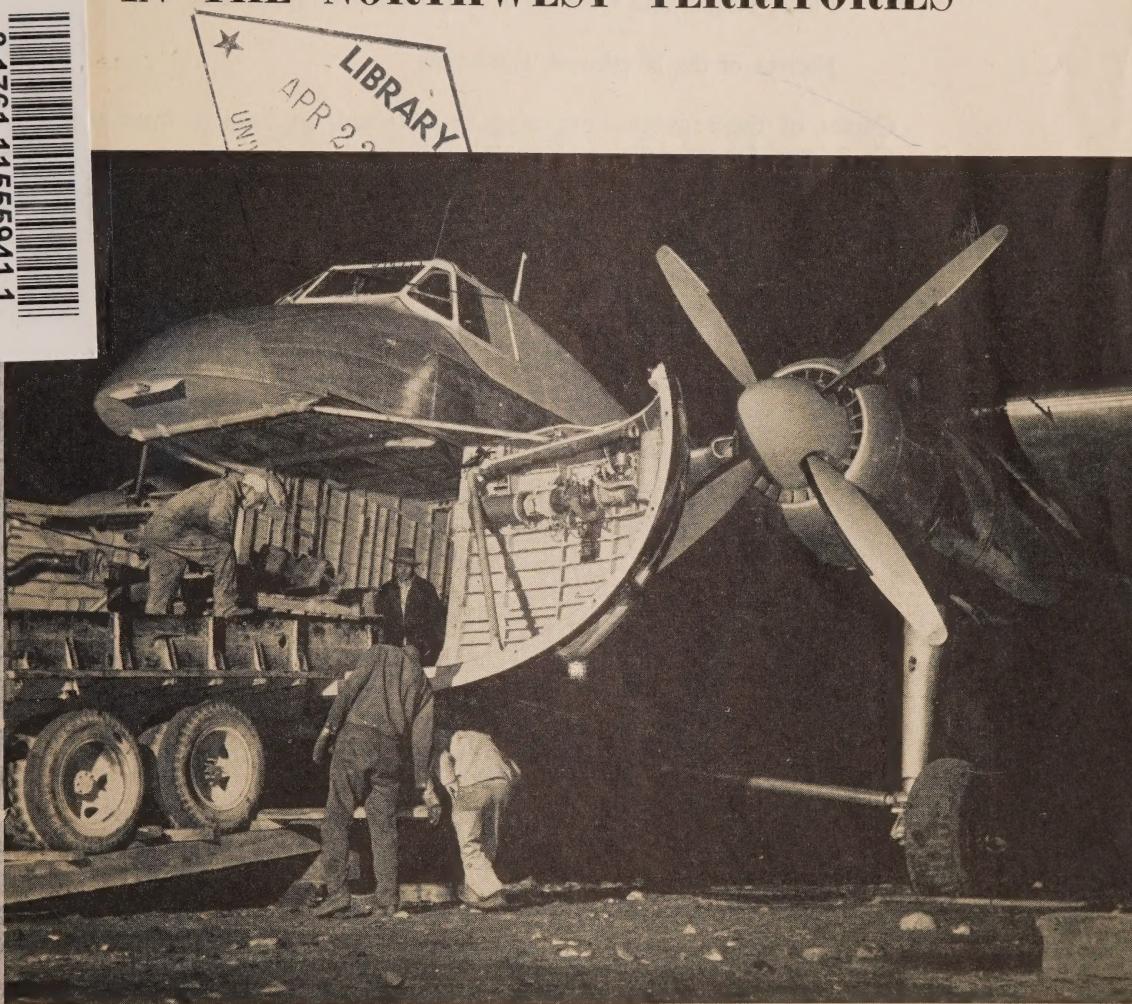
Canada, Northern Affairs and National
Resources, Dept. of Northern Admini-
stration and Land Branch

CANADA

DEPARTMENT OF RESOURCES AND DEVELOPMENT

TRANSPORTATION AND COMMUNICATIONS IN THE NORTHWEST TERRITORIES

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Price 15 cents

This is one in a series of five publications descriptive of the Northwest Territories. The other publications in the series are:

Administration of the Northwest Territories

Industries of the Northwest Territories

Flora, Fauna, and Geology of the Northwest Territories

Natives of the Northwest Territories

Copies of these publications may be obtained on request from the Queen's Printer, Ottawa—*Price 15 cents.*

Cover Picture

About one of the first things an isolated mining development does is build an airstrip so that supplies can be flown in. Here, at Yellowknife airport, heavy equipment is being loaded for transportation to such a remote development.

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CANADA

DEPARTMENT OF RESOURCES AND DEVELOPMENT
NORTHERN ADMINISTRATION AND LANDS BRANCH

**TRANSPORTATION AND
COMMUNICATIONS IN
THE NORTHWEST TERRITORIES**

Issued under the authority of
THE HONOURABLE ROBERT H. WINTERS
Minister of Resources and Development
1953



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CONTENTS

Introduction	7
Transportation	8
Inland Water Transportation	8
Coastal Services	9
Aerial Transportation	9
Roads	10
Eastern Arctic Patrol	11
Sledge Dogs and Sledges	13
Sledges	18
Communications	20
Mail Services	20
Mackenzie District	20
Eastern Arctic	20
Radio Services	21
Settlements and Trading Posts	23

TRANSPORTATION AND COMMUNICATIONS IN THE NORTHWEST TERRITORIES

INTRODUCTION

The history of transportation in the Northwest Territories can be divided into approximately two periods—before the aeroplane and after the aeroplane. In the days before air travel annihilated distance, transportation was always slow and difficult, and often dangerous. The broad highway of the Mackenzie River offered fairly easy access into the heart of the North, but it was open only for a few months of the year, and to strike out overland from the Mackenzie meant constant struggle with rock and muskeg in summer and snow and pressure-ridged ice in winter. Even a relatively simple trip into the northland meant weeks of preparation and perhaps months of heart-breaking effort.

With the development of the aeroplane as a reliable means of transportation the whole picture changed. Weeks of arduous travel were transformed into a few easy hours by air, and it was this sudden transformation that made it possible to gather the knowledge of northern resources and to give impetus to the rapid development of the past several decades.

Although air travel is pre-eminent now and will remain so in the foreseeable future, other means of transportation have not been neglected. An all-weather road, the Mackenzie Highway, has been built to haul heavy freight from railhead at Grimshaw, Alberta, to Hay River on the south shore of Great Slave Lake. In winter a roadway is ploughed as required over the ice from Hay River to the mining community of Yellowknife. Another road has been constructed from the Mackenzie Highway to the base metals development at Pine Point, also on the south shore of Great Slave Lake. The snowmobile is another recent development which is proving to be adaptable to northern climatic conditions. It is already extensively in use in the Great Slave Lake fishing industry.

In communications, too, there have been tremendous advances made in the past quarter century. The "moccasin telegraph" of the early days has been replaced by high-powered radio stations operated at strategic points in the Mackenzie District and the Eastern Arctic by the Federal Departments of National Defence and Transport. Virtually every settlement is equipped with two-way private commercial radio stations which, although of limited range, can have their messages relayed by the more powerful Government stations.

It is difficult to predict at the present time the "what" and "when" of future advances in transportation and communication in the Canadian North. It seems that a possibility of the not too distant future will be more roads, a railway, and landing fields to accommodate the largest commercial aircraft as an outgrowth of mineral development in the Northwest Territories.

The fact remains that, at present, existing facilities for transportation and communication are bringing that frontier region into closer physical link with the rest of the country, and are aiding in the growth of the Territories' contribution to Canadian economic expansion.

TRANSPORTATION

Inland Water Transportation

Since the great Northwest was first opened to commerce, water transportation services have borne the heaviest share of traffic. The Mackenzie River and its tributaries, the Athabasca and Slave Rivers, provide a direct inland water transportation route for a distance of about 1,700 miles. Subsidiary routes on Lake Athabasca, Great Slave Lake, and Great Bear River and Lake total more than 800 miles. The main route is continuous except for one unnavigable stretch between Fort Fitzgerald, Alberta, and Fort Smith, N.W.T. The head of this avenue of transportation is Waterways, Alberta, 300 miles north of Edmonton and terminus of a branch of the Northern Alberta Railways. From Waterways, freight is transported by water to Fort Fitzgerald, where a 16-mile portage to Fort Smith, gateway to Mackenzie District, is necessary to avoid a series of rapids on the Slave River. Northbound traffic is transferred around this obstruction by motor vehicles over well-maintained roads to wharves at Fort Smith and at Bell Rock. There is uninterrupted navigation from Fort Smith to the Arctic Ocean.

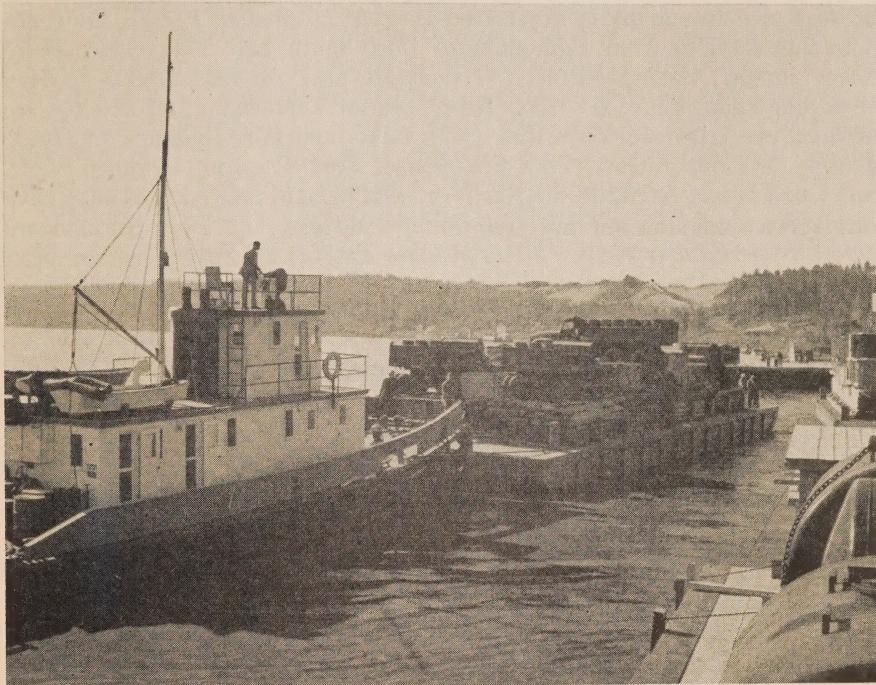
Services on the Mackenzie River route were first provided by canoes, and later by the picturesque York boats of the Hudson's Bay Company. Steamboat service on the Athabasca-Slave Rivers section of the route as far as Fort Fitzgerald was inaugurated in 1884, and, in 1886, a similar service was commenced from Fort Smith to Fort McPherson. Services were also maintained on the Peace River for many years.

General freight services on the Mackenzie River system are maintained by three water transportation companies, the Northern Transportation Company Limited, Yellowknife Transportation Company Limited, and McInnis Products Corporation Limited. The Hudson's Bay Company, which for nearly half a century operated water transportation services from Waterways to the Arctic, decided at the close of the 1947 season to restrict its activities to supplying its own trading posts. The company, however, continues to supply the Western Arctic, through Tuktoyaktuk from supply points on the Mackenzie River system. Freight destined for the western Arctic Coast is distributed from Tuktoyaktuk. Additional information concerning passenger and freight rates, as well as dates of sailings, may be obtained from the offices of the above-mentioned companies at Edmonton, Alberta.

All these companies have modern loading facilities and docks at their southern termini, and adequate equipment at the larger settlements for the handling of freight. Many of the boats in service burn oil, are equipped with radio, and are in regular communication with stations en route. Canoes are still used extensively on the smaller lakes and rivers, and motor-boats also provide transportation at many points.

Coastal Services

For many years, the western Arctic Coast was served by ocean-going vessels from Pacific Coast seaports via Bering Strait, but for various reasons this service was discontinued. Vessels operated by the Hudson's Bay Company connect with Mackenzie River services at Tuktoyaktuk to provide freight services along the coast as far east as Spence Bay. Occasional transportation along the coast is also provided by schooners operated by traders, Roman Catholic Missions, and Eskimos.



The Mackenzie River is still an indispensable highway for the transportation of heavy freight into the Northwest Territories. Here, a barge pulls away from the docks at Fort Smith for the long trip down the Mackenzie to Norman Wells.

Aerial Transportation

The use of aircraft has contributed greatly to the development of Mackenzie District. This form of transportation was first introduced during the winter of 1920-21 by Imperial Oil, Limited, and since then extensive exploration of the region has been made by air. Mackenzie District is particularly suited to the use of aircraft equipped with pontoons or skis, as it is dotted with lakes and traversed by rivers of sufficient size to permit safe landings in summer and winter.

During the Second World War, existing landing strips were greatly improved and many other fields were developed to permit the operation of wheel-equipped aircraft throughout the year. These fields are situated at

Fort Smith, Fort Resolution, Hay River, Yellowknife, Fort Providence, Fort Simpson, Wrigley, and Norman Wells. However, the airfields at Fort Providence and Wrigley are not now used in winter. Landing strips have been constructed on Great Bear River and at Sawmill Bay on the east side of Great Bear Lake to facilitate mining operations. The airport which serves the Settlement of Yellowknife is one of the most modern in Northern Canada. It is equipped with radio station and is capable of accommodating large passenger and freight planes.

Passenger, mail, and express services by air are maintained throughout the year to many points in Mackenzie District. Canadian Pacific Air Lines maintains services from Edmonton to Fort Smith and Yellowknife daily except Sunday, via McMurray. Services are also provided weekly to Hay River and Yellowknife, via Peace River. From Yellowknife, air services are provided every two weeks to Rae, Indin Lake, and Port Radium, and twice monthly to Coppermine. Fort Providence, Fort Simpson, Norman Wells, Fort Good Hope, Arctic Red River, Fort McPherson, and Aklavik also have weekly air service in summer and winter. Wrigley and Fort Norman are served from Norman Wells. Some of these services are suspended for short periods during "break-up" and "freeze-up". Most passenger aircraft have two-way radio permitting continuous communication with stations in the Northwest Territories.

In the Eastern Arctic commercial air services operate northward from Churchill, Manitoba, and Moosonee, Ontario, chiefly on a charter basis. Landing fields were constructed during the war as defence projects on Southampton Island and at Frobisher Bay on Baffin Island to link up with bases in southern Greenland and at Churchill, Manitoba, and Fort Chimo, northern Quebec. Landing fields at these latter points, and at Baker Lake, are available for use when required. Flying boats and pontoon-equipped aircraft have also been used in locating control points for future air photography and mapping operations, as well as for special or mercy flights.

Roads

There are three main classifications of roads in the Northwest Territories. These are trunk roads, resources roads, and local roads. Trunk roads connect various settlements in the Northwest Territories with each other, or with road systems outside. Resources roads are built with Federal Government financial support to develop the natural resources of the Northwest Territories, and to connect the place of these resources with settlements, trunk roads, or transportation centres. Local roads lie within the boundaries of local administrative districts or settlements.

The Mackenzie Highway, a trunk road, has a length of 385 miles and extends from the railhead at Grimshaw, Alberta, on the Northern Alberta Railways to the Settlement of Hay River on Great Slave Lake in the Northwest Territories. The road is 20 feet wide, is gravel surfaced and is open during the entire year. It was built as a joint project of the Alberta and Federal Governments, the latter paying the cost of the 81-mile section from

the provincial border to Hay River, and two-thirds of the cost of the 304 miles of the road in Alberta. Maintenance costs of the Northwest Territories section amounted to \$82,705 in 1950-51 and to \$98,858 in 1951-52.

The Provincial Secretary at Edmonton is the regulating and taxing authority for the Alberta section of the road and for the Northwest Territories, the Northern Administration and Lands Branch, Department of Resources and Development, Ottawa. Maps of the road may be obtained from the Alberta Motor Association, Edmonton, Alberta.

Information as to loading and clearance regulations, and as to when traffic over the highway is likely to be restricted may be obtained from the Highway Commissioner, Department of Public Works, Edmonton.

On the south shore of Great Slave Lake, a 70-mile graveled road from the Mackenzie Highway to a point eight miles east of Buffalo River was completed in 1952. This road provides access from the base metals development at Pine Point to the Mackenzie Highway.

Roads constructed in the vicinity of Yellowknife serve the airport at Long Lake and various mining properties. A portage road, built along the Great Bear River for a distance of eight and a half miles, assists in the movement of freight to and from Great Bear Lake. A winter truck road is ploughed across Great Slave Lake between Hay River and Yellowknife and reduces transportation costs for freight shipments to Yellowknife in winter. Without it shipments would be made by air. Cost of plowing this road is partly borne by the Federal Government, which also maintains roads between Fort Smith and Bell Rock and from the Settlements of Fort Simpson and Fort Providence to their airports.

Eastern Arctic Patrol

For many years the Eastern Arctic was served principally by R.M.S. *Nascopie*, a vessel owned and operated by the Hudson's Bay Company. Under contract with the Government, the vessel carried the annual Eastern Arctic Patrol and visited medical centres, Royal Canadian Mounted Police detachments, post offices, radio and meteorological stations, and missions.

The *Nascopie* was wrecked on a reef off Cape Dorset during the 1947 Eastern Arctic Patrol, but even prior to her loss, plans were being prepared for the construction of a Government vessel to assume this very important work. While this vessel, later named the *C. D. Howe*, was under construction the various posts in the Eastern Arctic were serviced by smaller vessels owned or chartered by the Hudson's Bay Company and by the *Regina Polaris*, owned and operated by the Hudson Bay Vicariate Transport. The M. V. *Rupert'sland* was built for the Hudson's Bay Company for use principally in servicing posts in Hudson Bay and Strait.

Construction of the new Eastern Arctic Patrol vessel, the C.G.S. *C. D. Howe*, represents a notable change in transportation arrangements for the Canadian Eastern Arctic. The various posts and settlements in Canada's northland have become too numerous to be served adequately during the

short summer season by any vessel of lesser size than the *C. D. Howe* which has a cruising radius of 10,000 miles. The vessel is equipped to patrol to Baffin Island and the more inaccessible central and northern Arctic Islands. The *C. D. Howe* is operated by the Department of Transport and successfully undertook her maiden voyage in the summer of 1950.

One feature in the construction of the new Eastern Arctic Patrol vessel is a flight deck for the use of a helicopter. During the 1950 patrol the ship's helicopter was lost in an unfortunate accident at the mouth of the



The Mackenzie Highway provides an all-weather transportation route from railhead at Grimshaw, Alberta to the south shore of Great Slave Lake. The above picture was taken a few miles north of the Alberta-Northwest Territories boundary.

Koksoak River, after having provided excellent service in assisting navigation through the ice, transporting passengers and materials to icebound communities, and undertaking survey work. The helicopter proved to be so useful that another was put aboard for the 1951 Patrol when it was successfully operated.

The Eastern Arctic Patrol involves a voyage of more than 12,000 miles to posts in northern Quebec, on the west coast of Hudson Bay, and in the Arctic Archipelago. Aboard the vessel on the annual patrols are representatives of the Department of Resources and Development, officers of the Royal Canadian Mounted Police, the Department of National Health and Welfare, and the Department of Mines and Technical Surveys, as well as technical officers from the Department of Transport.

Scientific parties representing various Government departments and agencies may also accompany the annual patrol. Ports of call are visited

for inspection, health service, administration of justice, delivery and collection of mail, change of personnel, and replenishment of supplies. Occasionally, Eskimo families are transferred to more abundant hunting grounds.

The Department of Transport ice-breaker *N. B. McLean* aids vessels in the navigation of the Hudson Bay Route. It enters Hudson Strait early in the season to inspect, repair, and service all aids to navigation, including buoys, lights, and radio and direction-finding stations. It also patrols the route and provides ships with information concerning ice and other conditions. In 1947, a new schooner the *Regina Polaris*, was placed in service by the Roman Catholic Church to carry supplies to its missions in Hudson Bay and Strait. Small schooners operating out of Churchill and Moosonee also serve the coasts of James Bay and Hudson Bay. Power boats known as "peterheads" provide local transportation and may be found at nearly all Eastern Arctic settlements.

Although aircraft visit the Arctic in winter, travel during that season is almost entirely by dog team and komatik (sledge), a mode of travel that has been used by the Eskimos for centuries.

Sledge Dogs and Sledges

Four distinct breeds of sledge dogs are recognized: the Alaskan malamute, the Siberian husky, the Samoyede, and the Canadian husky but all commonly go by the name of husky. There are various theories as to how the animal came to be so named. The word may have been derived from the Indian "Huskewaw" applied by the Indians to the aborigines of the Arctic Coast, who ultimately came to be known as Eskimos. However the term "husky" aptly describes their strength.

The sledge dogs of the North are indeed husky. No creature works out its whole life so grimly for so little reward; few perform such feats of endurance on so little nourishment. Six or seven years is a good life span for an Eskimo dog.

The Eskimo dog, or husky, was not built for speed but to endure. He is chunkily built with solid flank and short neck. His weight varies from 50 pounds to 100 or more, he stands about 25 inches at the shoulder, and measures some 44 inches from the nose to the base of his tail. The female is slightly lighter but can work as hard as her mate. Huskies are often required to pull a great deal more than their own weight. Loaded for the start of a long trip, the average Eskimo sled weighs about 1,100 pounds, and is usually drawn by a team of from 7 to 15 dogs. A good pack dog can carry a load of 35 to 40 pounds.

In winter the husky possesses a thick coat of rough hair several inches long; under this is a mat of well-oiled wool. He loses this coat in the spring when he grows a lighter covering which is replaced again in autumn moulting by winter dress.

Most huskies have attractive features with thick, small, pointed ears, set well apart in the most distinctive types and lively eyes that slant slightly. The husky possesses a handsome tail and when in good health holds it well curled, high over the hip.

Husky puppies are affectionate but once they have a taste of life on the team they change. Some become fierce, some shy, others apathetic, and a few become leaders. Apart from the occasional jaundiced and irascible individual most huskies respond in a friendly manner to decent treatment.

It is generally accepted that the Eskimo dog is descended from the wolf. The reasons for this belief are based principally on the fact that the eyes are set obliquely in the head; the husky does not bark but howls like a wolf. When fighting occurs it is of the snapping, wolfish type. The husky is clannish and intolerant of strange dogs.

The Eskimo looks upon his dogs as beasts of burden and his treatment of them is based upon the desire to get the most work out of them. During the winter working season, the Eskimo takes more care of his dogs than in summer when he pays them little attention. The usual daily ration in winter travel consists of about two or three pounds of frozen seal or walrus meat. This seems to maintain healthy huskies on long patrols. Whitefish, herring, whalemeat and Arctic char are also used as dog feed, depending on the area and the fortunes of the hunt.

In summer the dogs are left largely to fend for themselves. Singly or in packs, they range for miles to live off the country. They favour the sea-shore and eat whatever edibles the tides bring in. By the end of the summer season the husky is often thin and unkempt. His fur is tufted, his gait slinking, he moves about furtively, his tail droops and he spends much of his time in sleep. The recovery of these animals from the period of sloth is one of the wonders of the Arctic. No thought of grooming his dogs enters the Eskimo's head. A few feeds of seal meat or putrid fish, and the husky is ready for harness, eyes flashing, tail high.

When hard times come and there is no food in the igloo, hunger hits hard. The dogs become ravenous and often dangerous and intractable. Skin lines, harness, skin clothing, kayaks, kamiks and any edible equipment has to be kept out of reach. Hungry or not the husky is a greedy thief, and has incredible cunning in the fine art of purloining food from caches under stones or in igloos. Many stories are told of husky packs bursting *en masse* into igloos and causing bedlam and chaos in a mad scramble for anything to eat. Dogs working singly lurk by tent doors, waiting for the moment of broken vigilance to pilfer a chunk of meat, or sealskin boot.

The husky's hardiness surpasses all other domestic animals, including the reindeer. He can endure the lowest temperatures and sleep out in the severest blizzards without shelter. He curls up in the snow in the most exposed conditions, with seeming indifference. During blizzards, with high winds and fine drifting snow, he may sometimes look for shelter behind an igloo. Then he is buried in the snowbanks. When camp is broken he leaps from nowhere, ready for action. Cases have been recorded of dog teams that have worked under severe conditions with little or no food for several

weeks. It is not uncommon for dogs to go without food for several days with no visible loss of strength or spirit. Well fed, by a husky's standards, the dog can average 35 miles a day at four or five miles an hour, with a heavy load, and keep in condition.

There is little in life except sleep and the occasional square meal for these animals. They face numberless discomforts. In summer, flies and mosquitoes drive them half mad burrowing in their fur or biting their sensitive nostrils. In winter sub-zero gales lash their bodies.

Eskimo dogs suffer from a disease resembling distemper. When the attack is epidemic the death rate is often high. The Eskimos have not the slightest idea what causes disease. They are naturally reluctant to part with their animals but when their dogs die they often leave their bodies lying about, a menace to others. Sometimes, the carcasses are thrown into the sea where sea lice, which swarm in the Arctic waters, make short work of them.

Under certain trail conditions dogs suffer a great deal from injuries to their feet. Particles of ice and snow collect under the nails and between the toes causing cracks and sores. Snow packs in little tubercles on the pads of their feet, causing pain and finally lameness. They suffer most from foot trouble during spring travel. The snow is soft in the day but crusts with the colder temperatures of night; feet are softened by continual wetting and then scoured tender on the abrasive snow of morning and evening. It is then necessary to provide some kind of footgear from skins, or pieces of canvas.

Life's dangers begin for a husky exactly at the moment of his birth when he may start life at any season of the year as one in a litter of from six to eight. If he comes into the world in winter, he may start life in fifty below zero weather. If he arrives in summer, it may be fly time in which case he gets a sharp taste of the sting which will be his lot all his days. Finally, he may not be wanted.

Husky puppies may meet a variety of early deaths. If the mother is not alert they may be eaten by their fathers; they may be eaten by the mothers of other pups; if not wanted they may be shot or drowned. If dropped on the trail in winter, they may be left to freeze more or less instantly, and if their hides are soft and pliable they may be strangled for them.

If a puppy is wanted by its owner its situation may be quite different according to the fortunes of the owner. In winter camp the Eskimo is solicitous for the mother and her brood. He may build a little igloo for the family. This keeps the pups out of the worst of the weather. Their growth is rapid and it is not long before they are taking their first training by pulling little sleds for the Eskimo children. Within a year they have taken their place with the teams.

A husky mother holds her place in the team and during travel the master picks the pups off the trail where they have fallen. If they are to be kept, he puts them in a warm sealskin bag. When there are rests on the trail the mother comes back to the sled to suckle her young.



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 Department of Resources and Development
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NORTHWEST TERRITORIES
TRANSPORTATION AND COMMUNICATIONS

Scale in miles

100 50 0 100 200 300 400

GB.53-05 Drawn and Compiled by Geographical Branch, Dept of M.B.T.S. 1953

Summer Water Routes Radio Stations
 Commercial Air Routes Meteorological Reporting Stations
 Highways Post Offices
 Railways Northernmost Limit of Trees

20° 30° 40° 50° 60° 70°

EVON I. BAFFIN BAY N KLIN B AFFIN I. R I T O R I E S S O U T H A M P T O N I. C O R A L H O B O R U P R I S E B A Y J A M E S B A Y A R I O B A Y G U L F O F S T L A W E N C E

80° 70° 60° 50° 40° 30° 20°

Many kinds of sledges have been developed in the North and certain distinctive types have persisted. Eastern Canadian Arctic Eskimos use a komatik, a sledge which varies in length from 6 to 30 feet and in width from 15 to 30 inches. Variations in sledges seem to be determined both by materials available and by the ideas of the builders, but when it is necessary to sledge with heavy loads over rough and jagged sea ice, the komatik is one of the few types capable of taking the strain. Long sleds are said to ride easier than short ones over rough ice. Usually there are no standards at the back of the sled to help in the steering and there is no provision made for the driver to stand at the back. Steering from the front is customary if the load is heavy and sometimes a handle is lashed near the bow of the sled. Mud runners, an Eskimo development, are built up in cold weather over the metal shoes to reduce friction. Whalebone shoeing is also used in some areas. In the western Arctic wooden shoes or skis are fitted over the runners.

Harness varies in the east and west, usually in accordance with the ideas of the individual and the means he has at his disposal. The fan hitch is most-used in Arctic Canada. A tow of walrus or bear hide is run from the front of the sledge and each dog is hitched to this by his own trace, which may be up to thirty or forty feet in length. When the team is in action the dogs run fanwise. The main advantage of this harness is that it allows control of large teams of more than eight dogs. Each dog has more freedom. Dogs can pick their own way in difficult terrain. The driver can cut the dogs loose quickly in a moment of emergency. Harness styles are a much discussed problem and more often than not the materials available and the terrain determine the method used.

Eskimos, when driving dogs in the fan hitch, usually use a short whip-handle which has a thin, twenty- to thirty-foot lash of hide attached to the end. Well-trained dogs respond to properly modulated calls on the trail and a skilled hand with a thirty-foot lash can flick individual unruly animals to keep them in order.

In the Western Arctic the double tandem hitch, variously called the Nome hitch or centre trace, is used. The dogs are hitched in pairs, side by side on sections of centre trace. All the power is exerted in one forward pull, only two trails are broken, and the sledge runners follow in them. In the forested regions of the Northwest Territories the single tandem hitch is much used.

In many parts of the Eskimo world a serious threat to the well-being and security of the people is the possession of over-sized teams. This results in wastage of meat, and often causes serious hardship to the families

deprived of food. The Eskimo master is proud to own a large team, and his instinctive reliance on the animals which serve him is so much a part of his nature that it is not easily disturbed even by the threat of starvation.

Although the air age has brought nearer the conquest of the Arctic regions, the long drawn howl of the husky packs will no doubt ring through many a long Arctic night to come. Dog transportation will, perhaps, always be the best for certain kinds of work. Where material is to be taken over



Dog teams are often the safest way—and sometimes the only way—of getting from place to place in the far north. Beyond the tree line, teams are often hitched fan fashion, as in the above picture taken at Baker Lake.

known hard, flat ice, or snow surfaces, certain motor vehicles are more efficient. Where the route passes over pack-ice on the sea or through rocky trails, the husky is the safe and the only present way. Aeroplanes, motor vehicles, and dogs have their respective limitations. Aircraft are limited by weather and landing places. Motor vehicles are fast and can carry heavy loads but for travel they need reasonable roads. Dogs are slow and can haul only a limited weight but whatever the terrain, or the weather, provided their master is a good hunter, or is supplied with dog feed, they will get to their destination.

COMMUNICATIONS

Mail Services

Mackenzie District

Mackenzie District receives its mail exclusively by air. Prior to 1930, mail was carried by water in summer and by dog team in winter. Following some experimental mail-carrying flights in 1929, mail planes were put into service and operated frequently. Later, air mail contracts were let and definite schedules have been maintained for a number of years. At one time weeks and months were required to deliver mail but it is done now in a matter of hours. Postage rates have been kept as low as possible, and letters are carried by air at regular letter-postage rates. Other classes of mail are subject to a higher rate than those carried by ordinary means of transport.

Fort Smith and Yellowknife have all-year postal service daily, except Sundays, from Edmonton via McMurray. Fort Resolution has a weekly service and Hay River a tri-weekly service from Peace River, Fort Providence, Fort Simpson, and Norman Wells receives mail twice a month. There are ten mail deliveries annually to Wrigley, Fort Norman, Fort Good Hope, Arctic Red River, Fort McPherson, and Aklavik; no mail is sent to these centres in April because of "break-up" and in October because of "freeze-up".

From Yellowknife, ten times a year, but not during May and November, mail is flown to Rae and Port Radium and twice a year (July and December) from Yellowknife to Coppermine. Post offices are established at all these places.

Tuktoyaktuk (Port Brabant) and Reindeer Depot are served from Aklavik on April 1, September 20, and December 22, subject to weather conditions. Fort Liard receives mail three times a year by air from Fort Nelson in February, March, and December. Fort Liard also receives one mail in July by water service. Rocher River is served monthly by air from Yellowknife, except May and November.

Mail may also be carried on commercial flights as circumstances allow.

Eastern Arctic

Winter air mail service to Eastern Arctic points has been widely expanded to supplement summer services by sea.

Post offices are located at Chesterfield Inlet and Baker Lake in Keewatin District; Lake Harbour, Pangnirtung, Craig Harbour, and Pond Inlet in Franklin District; Fort Chimo and Port Harrison in Arctic Quebec.

Mail is flown four times a year (January, March, June, and September) from Moosonee, Ontario to Port Harrison in Arctic Quebec. These flights leave mail at the following Quebec points, which are all without post offices; Rupert House, Carleton Depot, Eastmain, Old Factory, Fort George, Roggan River, Great Whale River, and Richmond Gulf. Mail is also flown from Moosonee to Fort Albany, Attawapiskat, Opinega, and Winisk, all non-post office points in Ontario.

Fort Chimo, Quebec, receives a monthly mail service by air from Montreal, via Goose Bay Airport, Labrador.

From Churchill, Manitoba, three trips are made by air during the season of closed navigation in February, April, and December, to Chesterfield Inlet and Baker Lake, which have post offices, and to Eskimo Point and Tavani, neither of which have post offices. Mail is also flown from Churchill to non-post office points in Ontario, via York Factory, Shamattawa, and Fort Severn. Exact dates are not available because of flying conditions in this area. Mails may also be carried on commercial flights.

The summer mail service given during the Eastern Arctic Patrol has been assisted by the new Department of Transport vessel the *C. D. Howe*. This ship was put into service in 1950. All classes of mail matter are centralized at Ottawa, and are carried by the Patrol or by auxiliary or courtesy services as opportunities arise. This travelling postal service is classified as an accounting post office and is available for post office savings bank transactions, money orders, parcel post, C.O.D. services, and current issues of postage stamps.

The Eskimos take advantage of these mail services as they like to communicate with one another in letters that are written in syllabic script. Postal parcels originating in foreign territory addressed to Eastern Arctic residents, and on hand at the office of the Collector of Customs at Ottawa, are released for delivery by the Patrol, subject to the collection of all charges. Additional information concerning postal services may be obtained by writing to the Director of Communications, Post Office Department, at Ottawa.

Radio Services

Excellent radio services have been maintained in the Northwest Territories since 1925. High-powered stations have been installed by the Federal Departments of National Defence and of Transport, at strategic points and important settlements in Mackenzie District and in the Eastern Arctic. Nearly all settlements, mining communities, and trading posts are now equipped with two-way private commercial radio stations, by means of which communication may be carried on in code or by voice. Although this type of station has a limited range, messages can be relayed through the more powerful Government stations, and by this means practically every settlement or trading post in the Territories enjoys radio communication with outside points.

In the Eastern Arctic, several Government radio stations are also direction-finding stations for ocean-going vessels. The combined system of Government stations and licensed stations is also used to transmit weather reports, to obtain information in emergencies for the treatment of sick people in remote districts where medical services are not available, and to arrange for emergency aeroplane flights when necessary. Many of the Government stations are equipped with radio telephones for communicating with aircraft, river boats, and other stations having low-powered radios.

Government stations occasionally provide broadcasts of press news and personal messages for the benefit of traders, miners, missionaries, and others within their wave-lengths. For a number of years, the Canadian Broadcasting Corporation has broadcast the "Northern Messenger" program, weekly, during the winter months. By means of this service, relatives and friends are able to send personal messages to residents of the Northwest Territories and adjacent areas, a service greatly appreciated by all who use it. Recently also, there has been a remarkable increase in the use of amateur or "ham" transmitter sets in the Eastern Arctic.



Before the development of radio communication, inhabitants of the north normally lived in isolation. Now all settlements are linked by a far-flung radio network. The above picture was taken in radio station CHAK, Aklavik, "The Friendly Voice of the Arctic".

SETTLEMENTS AND TRADING POSTS

Settlements in the Northwest Territories range in size from surveyed townsites to small groups of buildings around trading posts or medical centres. The largest settlements are situated in the Mackenzie District, and include Yellowknife, centre of the gold-mining industry; Fort Smith, administrative headquarters of the district; Aklavik, centre of the Mackenzie Delta region; Norman Wells, source of most oil used in the district; Hay River, centre for highway transportation, and Port Radium (Eldorado mine) on Great Bear Lake. In settlements other than Yellowknife, Port Radium, and Hay River, the white population is composed principally of Government officers, Royal Canadian Mounted Police officials, transportation company officials, missionaries, teachers, nurses, radio technicians, traders, trappers, and others engaged in business. In the Eastern Arctic, the white population is largely transitory. It is formed of Government officers, missionaries, and traders, many of whom spend terms of less than five years at their posts before being transferred to other locations.

In the following paragraphs will be found brief descriptions of most of the settlements and trading posts in the Northwest Territories, and those in the Provinces of Quebec and Manitoba served by the Eastern Arctic Patrol. Latitudes and longitudes are approximate.

Aklavik, (68° 13' N., 135° 01' W.) on west channel of Mackenzie River, sixty-nine miles from Arctic Coast, Mackenzie District, N.W.T.—Sub-district administrator; resident Government medical officer; Royal Canadian Mounted Police sub-division; post office; meteorological station; trading posts; hotels; community hall; evangelical mission; Church of England and Roman Catholic Missions and hospitals; mission residential schools and Federal Government day school; radio station CHAK; private commercial power plant; local flying service; water supply system in summer; resident game warden and forest fire protection equipment; Canadian Legion; Mackenzie Delta Trappers Association.

Alert, (82° 31' N., 62° 19' W.) Franklin District, N.W.T. in Black Cliffs Bay, by Lincoln Sea, northern point of Ellesmere Island.—Established April, 1950; Government radio and meteorological station operated jointly by Canada and the United States; emergency landing strip.

Arctic Bay, (73° 03' N., 85° 12' W.) northern Baffin Island, Franklin District, N.W.T.—Winter harbour of Canadian Government Steamship *Arctic*, 1910-11; Government radio and meteorological station; trading post; Roman Catholic Mission (not occupied).

Arctic Red River, (67° 27' N., 133° 45' W.) at junction of Mackenzie and Arctic Red Rivers, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; post office; trading posts; private commercial radio station; Roman Catholic Mission; Indian day school.

Bache Peninsula, (79° 04' N., 76° 10' W.) eastern Ellesmere Island, Franklin District, N.W.T.—Site of former Royal Canadian Mounted Police detachment and post office.

Baillie Island, (70° 35' N., 128° 15' W.) Mackenzie District, N.W.T.—Formerly a trading post.

Baker Lake, (64° 19' N., 96° 05' W.) at mouth of Thelon River, Keewatin District, N.W.T.—Royal Canadian Mounted Police detachment; Government radio and meteorological station; ionospheric station; emergency landing strip; trading post; private commercial radio station; Church of England and Roman Catholic Missions.

Bathurst Inlet, (Burnside Harbour), (65° 51' N., 108° 01' W.) Coronation Gulf, Mackenzie District, N.W.T.—Trading post; private commercial radio station; Roman Catholic Mission.

Belcher Islands, (56° 13' N., 78° 52' W.) Hudson Bay, Keewatin District, N.W.T.—Trading outpost.

Cambridge Bay, (69° 07' N., 104° 47' W.) southern Victoria Island, Franklin District, N.W.T.—Royal Canadian Mounted Police detachment; trading post; private commercial radio station; Church of England Mission to be re-occupied in 1953; ice strip and non-directional beacon.

Cape Dorset, (64° 14' N., 76° 33' W.) Dorset Island, off Foxe Peninsula, Baffin Island, Franklin District, N.W.T.—Trading post; private commercial radio station; Church of England and Roman Catholic Missions; Government health centre; Government day school.

Cape Hopes Advance, (61° 04' N., 69° 37' W.) northwest coast of Ungava Bay, Quebec—Government radio direction-finding and meteorological station.

Cape Smith, (60° 44' N., 78° 28' W.) Smith Island, eastern side of Hudson Bay, Keewatin District, N.W.T.—Trading post (closed 1952); private commercial radio station (closed 1952).

Chesterfield, (63° 21' N., 90° 42' W.) western side of Hudson Bay, Keewatin District, N.W.T.—Resident Government medical officer; Royal Canadian Mounted Police detachment; post office; Government radio direction-finding meteorological station; trading post; Roman Catholic Mission hospital and industrial home; Government day school.

Churchill, (58° 47' N., 94° 11' W.) western side of Hudson Bay, Manitoba—Seaport terminus of Hudson Bay Railway; National Harbours Board grain elevator, offices and shops; Government airport and hospital; radio direction-finding and meteorological station; Royal Canadian Mounted Police detachment; stores; hotels; public school and theatre; Church of England and Roman Catholic Missions; local air and water transportation services.

Clyde, (70° 28' N., 68° 34' W.) eastern Baffin Island, Franklin District, N.W.T.—Radio and meteorological stations; trading post.

Coppermine, (67° 40' N., 115° 05' W.) at mouth of Coppermine River, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; post office; Government radio and meteorological station; trading post; Church of England and Roman Catholic Missions; Government health centre and day school.

Coral Harbour (64° 09' N., 83° 05' W.) Southampton Island, Keewatin District, N.W.T.—Trading post; private commercial radio station; Church of England and Roman Catholic Missions; Government day school. At Munn Bay, five miles distant, landing field and Government radio and meteorological station.

Craig Harbour, (76° 12' N., 81° 02' W.) southern Ellesmere Island, Franklin District, N.W.T.—Royal Canadian Mounted Police detachment and post office; radio station.

Dundas Harbour, (74° 31' N., 82° 25' W.) Devon Island, Franklin District, N.W.T.—Site of former Royal Canadian Mounted Police detachment and post office; former trading post.

Eskimo Point, (58° 48' N., 94° 13' W.) western side of Hudson Bay, Keewatin District, N.W.T.—Royal Canadian Mounted Police detachment; trading post; private commercial radio station; Church of England and Roman Catholic Missions.

Eureka, (80° 01' N., 85° 54' W.) Slidre Fiord, western Ellesmere Island, Franklin District, N.W.T.—Government radio and meteorological station operated jointly by Canada and the United States; emergency landing strip.

Ferguson Lake, (62° 55' N., 96° 53' W.) District of Keewatin, N.W.T.—Mining camp; radio station.

Fort Chimo, (58° 09' N., 68° 18' W.) Koksoak River, Quebec—Royal Canadian Mounted Police detachment; post office; Government health centre; Government day school; ionospheric station; trading post; private commercial radio station; Church of England and Roman Catholic Missions; landing field seven miles distant; radio and meteorological station.

Fort Franklin, (65° 11' N., 123° 24' W.) western end of Great Bear Lake, Mackenzie District, N.W.T.—Site of early Hudson's Bay Company fort used by Franklin expedition as winter headquarters 1825-26-27. At present a trading post. Indian day school; Roman Catholic Mission; private commercial radio station.

Fort George, (53° 49' N., 79° 01' W.) northern Quebec—Church of England and Roman Catholic Mission day schools, residential schools and hospitals; trading post.

Fort Good Hope, (66° 15' N., 128° 38' W.) at junction of Mackenzie and Hare Rivers, Mackenzie District, N.W.T.—Royal Canadian Mounted Police

detachment; post office; trading post; Government radio and meteorological station; Roman Catholic Missions; Indian day school and Government health centre; resident game warden and forest fire protection equipment.

Fort Liard, (60° 14' N., 123° 28' W.) on Liard River, near point where Yukon-Northwest Territories boundary intersects northern boundary of British Columbia, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; trading post; private commercial radio station; Roman Catholic Mission; resident game warden and forest fire protection equipment.

Fort McKenzie, (56° 50' N., 68° 58' W.) on Kaniapiskau River, branch of Koksoak River, Quebec—Government radio and meteorological station; Indian settlement. This was formerly a trading post.

Fort McPherson, (67° 27' N., 134° 53' W.) on Peel River near junction with Mackenzie River, Mackenzie District, N.W.T.—Post office; trading posts; private commercial radio station; Church of England Mission and hostel; Roman Catholic Mission; Indian day school and Government health centre; Royal Canadian Mounted Police detachment; resident game warden and forest fire protection equipment.

Fort Norman, (64° 54' N., 125° 35' W.) at junction of Great Bear and Mackenzie Rivers, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; post office; Government radio station; trading posts; Church of England and Roman Catholic Missions; transfer point for all water-borne traffic proceeding to Great Bear Lake; Indian day school and Government health centre; Superintendent for the Agency of the Indian Affairs Branch, Department of Citizenship and Immigration; resident game warden; forest fire protection equipment.

Fort Providence, (61° 21' N., 117° 39' W.) on Mackenzie River just west of outlet of Great Slave Lake, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; Government radio and meteorological station; landing field; post office; trading post; private commercial radio station; Roman Catholic Mission and residential school; forest fire protection equipment.

Fort Rae, (62° 50' N., 116° 03' W.) at head of north arm of Great Slave Lake, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; Government medical officer; post office; trading post; private commercial radio station; Roman Catholic Mission and hospital; Indian day school; resident game warden and forest fire protection equipment.

Fort Resolution, (61° 11' N., 113° 41' W.) on Great Slave Lake near mouth of Slave River, Mackenzie District, N.W.T.—Resident Government medical officer; Royal Canadian Mounted Police detachment; post office; landing field; trading posts; Roman Catholic Mission; hospital; Roman Catholic residential and Government day schools; resident game warden and forest fire protection equipment.

Fort Ross, (72° 00' N., 94° 07' W.) on Somerset Island, facing Bellot Strait, Franklin District, N.W.T.—Former trading post.

Fort Simpson, (61° 52' N., 121° 21' W.) at junction of Mackenzie and Liard Rivers, Mackenzie District, N.W.T.—Resident Government medical officer; Royal Canadian Mounted Police detachment; post office; Government radio and meteorological station; landing field (eight miles distant); agricultural experimental sub-station; trading posts; Church of England Mission; Roman Catholic Mission and Mission day school; hospital; Government day school; resident game warden and forest fire protection equipment.

Fort Smith, (60° 00' N., 111° 53' W.) on Slave River just north of Alberta-Northwest Territories boundary, Mackenzie District, N.W.T.—Office of district administrator; headquarters of Forest and Wildlife Management Service; headquarters for forest fire protection in the Southern Mackenzie District; school inspector; resident Government medical officer; Royal Canadian Mounted Police sub-division; post office; Government radio station and meteorological station; landing field and seaplane anchorage; trading posts; hotel; liquor store; transportation companies; Church of England and Roman Catholic Missions; Roman Catholic hospital and Mission day school; Government day school; water supply system; electric power plant.

Frobisher Bay, (63° 45' N., 68° 34' W.) southern Baffin Island, Franklin District, N.W.T.—Royal Canadian Mounted Police detachment; landing field; radio and meteorological station; trading post in vicinity of settlement; private commercial radio station.

Garry Lake, (66° 00' N., 99° 50' W.) District of Keewatin, N.W.T.—Roman Catholic Mission.

George River, (58° 32' N., 65° 54' W.) Ungava Bay, Quebec—Former trading post; private commercial radio station (closed 1952).

Gjoa Haven, (68° 38' N., 95° 55' W.) (Peterson Bay) King William Island, Franklin District, N.W.T.—Trading post; commercial radio telephone communications with Spence Bay; Roman Catholic Mission.

Great Whale River, (55° 17' N., 77° 47' W.) Hudson Bay, Quebec—Trading post; private commercial radio station; Church of England Mission; Government radio station.

Hay River, (60° 51' N., 115° 43' W.) on Great Slave Lake at mouth of Hay River, Mackenzie District, N.W.T.—Sub-district administrator; municipal government; post office; trading posts; Government radio and meteorological station; commercial radio station; two private aeronautical stations; resident game warden and forest fire protection equipment; Church of England and Roman Catholic Missions; Church of England nursing home (not operated); hotel; landing field; Government day school; fishing industry; terminus of Mackenzie Highway; farming.

Herschel Island, (69° 37' N., 138° 50' W.) Yukon Territory (Arctic Coast)—Royal Canadian Mounted Police detachment.

Holman Island, (70° 44' N., 117° 45' W.) Kings Bay, Amundsen Gulf, Franklin District, N.W.T.—Trading post; private commercial radio station; Roman Catholic Mission.

Igloolik, (69° 24' N., 81° 49' W.) on island in Foxe Basin, northeast of Melville Peninsula, Franklin District, N.W.T.—Trading post; private commercial radio station; Roman Catholic Mission.

Isachsen, (78° 47' N., 103° 32' W.) West central coast Ellef Ringnes Island, Franklin District, N.W.T.—Established, April, 1948, Government radio and meteorological station, operated jointly by Canada and the United States.

Ivugivik, (62° 24' N., 77° 53' W.) Hudson Bay, Quebec—Roman Catholic Mission; private radio station.

Jean Marie River, (61° 25' N., 120° 36' W.) Mackenzie District, N.W.T.—Indian day school.

Kittigazuit, (69° 21' N., 133° 43' W.) to the east of the Mackenzie River Delta, Mackenzie District, N.W.T.—Former trading post.

Koartak, (61° 04' N., 69° 37' W.) immediately adjacent to Cape Hopes Advance, Ungava Bay, Quebec—Roman Catholic Mission; private radio station.

Lake Harbour, (62° 51' N., 69° 53' W.) southern Baffin Island, Franklin District, N.W.T.—Royal Canadian Mounted Police detachment; post office; trading post; private commercial radio station; Church of England Mission; Government health centre.

Maguse River, (61° 17' N., 94° 05' W.) mouth of Maguse River, Keewatin District, N.W.T.—Former trading post. Northern Evangelical Mission uses post buildings.

Mansel Island, (62° 25' N., 70° 36' W.) Hudson Bay, Keewatin District, N.W.T.—Former trading post.

Moffet Inlet, (77° 11' N., 84° 28' W.) Admiralty Inlet, northwestern Baffin Island, Franklin District, N.W.T.—Church of England Mission (unoccupied at present).

Mould Bay, (76° 16' N., 119° 28' W.) South central coast, Prince Patrick Island on Crozier Channel.—Established, April 1948, Government radio and meteorological station, operated jointly by Canada and the United States.

Norman Wells, (65° 18' N., 126° 51' W.) on Mackenzie River, forty-eight miles north of Fort Norman, Mackenzie District, N.W.T.—Oil wells and refinery, the property of Imperial Oil Limited, supply most of petroleum requirements in the Mackenzie District. Post office; landing field; Government radio and meteorological station; hospital; store; central heating from power-house; year round water and sewage system.

Nottingham Island, (63° 07' N., 77° 57' W.) Hudson Strait, Franklin District, N.W.T.—Government radio direction-finding and meteorological station.

Nueltin Lake, (60° 20' N., 90° 30' W.) Keewatin District, N.W.T.—Former trading post.

Outpost Island, (61° 44' N., 113° 28' W.) Great Slave Lake, Mackenzie District, N.W.T.—Gold-mining property.

Padlei, (61° 57' N., 96° 40' W.) West of Maguse Lake, Keewatin District, N.W.T.—Trading post; private commercial radio station; Northern Evangelical Mission; serviced by air from Churchill.

Padloping Island, (67° 03' N., 62° 45' W.) off Baffin Island, N.W.T.—United States Government meteorological and radio station.

Pangnirtung, (66° 09' N., 65° 44' W.) on Pangnirtung Fiord, Cumberland Sound, eastern Baffin Island, Franklin District, N.W.T.—Resident Government medical officer; Royal Canadian Mounted Police detachment; post office; trading post; private commercial radio station; Church of England Mission; hospital and industrial home.

Paulatuk, (69° 23' N., 123° 59' W.) Darnley Bay, Amundsen Gulf, Mackenzie District, N.W.T.—Trading post; Roman Catholic Mission.

Payne Bay, (60° 02' N., 70° 02' W.) Ungava Bay, Quebec—Trading post; private commercial radio station.

Pelly Bay, (68° 28' N., 104° 28' W.) Gulf of Boothia, Keewatin District, N.W.T.—Roman Catholic Mission.

Perry River, (67° 48' N., 101° 40' W.) on Keewatin Island, Queen Maud Gulf, Franklin District, N.W.T.—Trading post.

Pond Inlet, (72° 42' N., 78° 13' W.) northeastern Baffin Island, Franklin District, N.W.T.—Royal Canadian Mounted Police detachment; post office; trading post; private commercial radio station; Church of England and Roman Catholic Missions.

Port Burwell, (60° 25' N., 64° 49' W.)—northern Quebec—Former trading post.

Port Harrison, (58° 27' N., 78° 09' W.) eastern Hudson Bay, Quebec—Royal Canadian Mounted Police detachment; Government health centre; post office; Government radio and meteorological stations; trading post; Church of England Mission; Government day school.

Port Radium, (66° 05' N., 118° 01' W.) Labine Point, Great Bear Lake, Mackenzie District, N.W.T.—Post office on property of Eldorado Mining and Refining (1944) Limited, a Crown company; company hospital and doctor; Royal Canadian Mounted Police detachment; mine day school; sea-plane anchorage.

Povungnituk, (59° 58' N., 77° 10' W.) eastern Hudson Bay, Quebec—Trading post and private commercial radio station (closed 1952). New trading post and radio station at mouth of Povungnituk River, which combines former Povungnituk and Cape Smith trading posts.

Read Island, (69° 12' N., 114° 32' W.) Dolphin and Union Strait, Franklin District, N.W.T.—Trading post; private commercial radio station.

Reindeer Station, (68° 43' N., 134° 07' W.) east channel of Mackenzie River about 60 miles from mouth, Mackenzie District, N.W.T.—Headquarters for reindeer industry; private commercial radio station; trading post.

Reliance, (62° 43' N., 109° 09' W.) at eastern end of Great Slave Lake, Mackenzie District, N.W.T.—Royal Canadian Mounted Police detachment; trading post; meteorological station.

Repulse Bay, (66° 32' N., 86° 15' W.) southern coast Melville Peninsula, Franklin District, N.W.T.—Trading post; private commercial radio station; Roman Catholic Mission.

Resolute Bay, (74° 43' N., 94° 59' W.) Cornwallis Island, Franklin District, N.W.T.—Government radio and meteorological station operated jointly by Canada and the United States; landing facilities; ionospheric station; non-directional beacon; magnetic station; seismic station.

Resolution Island, (61° 18' N., 64° 53' W.) eastern entrance to Hudson Strait, Franklin District, N.W.T.—Government radio direction-finding and meteorological station.

Richardson Island, (68° 33' N., 111° 15' W.) Coronation Gulf, Franklin District, N.W.T.—Formerly a trading post.

Richmond Gulf, (56° 07' N., 76° 03' W.) east side Hudson Bay, Quebec—Trading post; lead deposits; Roman Catholic Mission; private commercial radio station.

Sachs Harbour, (71° 58' N., 125° 00' W.) Banks Island, Franklin District, N.W.T.—Eskimo settlement.

Snowdrift, (62° 24' N., 110° 45' W.) southeastern shore of Great Slave Lake, Mackenzie District, N.W.T.—Trading posts; private commercial radio station.

Spence Bay, (69° 25' N., 94° 00' W.) south coast Boothia Peninsula, Franklin District, N.W.T.—Trading post; private commercial radio station; Royal Canadian Mounted Police post.

Stanton, (69° 45' N., 128° 52' W.) at mouth of Anderson River, Mackenzie District, N.W.T.—Trading post; Roman Catholic Mission.

Sugluk, (62° 14' N., 75° 30' W.) Hudson Strait, Quebec—Trading post; private commercial radio station; Roman Catholic Mission.

Taltson River, (61° 23' N., 112° 45' W.) (Rocher River) southern shore Great Slave Lake, Mackenzie District, N.W.T.—Trading post; private commercial radio station; Indian day school; Roman Catholic Mission.

Tavani, (62° 04' N., 93° 07' W.) Mistake Bay, western side Hudson Bay, Keewatin District, N.W.T.—Former trading post.

Thom Bay, (70° 20' N., 92° 00' W.) east side Boothia Peninsula, Franklin District, N.W.T.—Roman Catholic Mission.

Tuktoyaktuk, (69° 27' N., 133° 02' W.) on Arctic Ocean east of mouth of Mackenzie River, Mackenzie District, N.W.T.—Transfer point for river and ocean traffic; trading post; private commercial radio station; Church of England and Roman Catholic Missions; Government day school; Royal Canadian Mounted Police detachment.

Wager Bay, (65° 55' N., 90° 49' W.) on Ford Lake, west of Wager Bay, Keewatin District, N.W.T.—Former trading post.

Wakeham Bay, (61° 36' N., 71° 57' W.) Hudson Strait, Quebec—Formerly a trading post; Roman Catholic Mission; private radio station.

Wolstenholme, (62° 36' N., 77° 24' W.) Eric Cove, at western end of Hudson Strait, Quebec—Former trading post.

Wrigley, (63° 16' N., 123° 37' W.) on west bank Mackenzie River, Mackenzie District, N.W.T.—Post office; trading post; private commercial radio station; landing field about five miles southeast on east side of river; Roman Catholic Mission.

Yellowknife, (62° 27' N., 114° 22' W.) on north shore of Great Slave Lake about five miles south of mouth of Yellowknife River, Mackenzie District, N.W.T.—Sub-district administrator; municipal government; judicial centre for district; mining settlement; offices of mining recorder; Royal Canadian Mounted Police detachment; post office; Government airport; radio range and meteorological station; Holy Trinity Church (Anglican); Calvary Mission (Baptist); St. Patrick's Roman Catholic Church; St. Peter's Roman Catholic Church; Bethel Mission; St. John's Anglican Church; private commercial radio stations; public and high schools; Roman Catholic separate school; hotels; hospital; restaurants; banks; drug stores; tavern; trading posts; liquor store; general stores; meat market; motion picture theatres; weekly newspaper; printing office; electric light; water and sewer services; local land, air and water transportation services; winter truck road to Hay River; resident game warden and forest fire protection equipment.

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